Penn and Liberty Avenues (Commercial Buildings)
600 and 700 Blocks of Liberty Avenue,
600 Block of Penn Avenue
Pittsburgh
Allegheny County
Pennsylvania

HABS No. PA-5152

HABS
PA,
2-PITSBU,
40-

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

Reduced Copies of Measured Drawings

HISTORIC AMERICAN BUILDINGS SURVEY
MID-ATLANTIC REGION NATIONAL PARK SERVICE
DEPARTMENT OF THE INTERIOR
PHILADELPHIA, PENNSYLVANIA 19106

HISTORIC AMERICAN BUILDINGS SURVEY
PENN AND LIBERTY AVENUES (COMMERCIAL BUILDINGS)

HABS. No. PA - 5152

The historical development of Pittsburgh has its roots in the early eighteenth century when the French, aided by the Indians, vied with the English for control of the Forks of the Ohio. The victor not only would command the triangular land mass bounded by the Allegheny and Monongahela rivers, but more importantly, would control access to the inner regions of the continent. The landscape, dotted with military fortresses and trsding posts, served as a battleground for this power struggle until General John Forbes finally captured Fort Duquesne and raised the English flag over its ruins on November 25, 1758. The English soon built their fortress, called Fort Pitt, at the Point, along the Monongahela, and by 1763, had suppressed the last of the Indian skirmishes. This date marks a turning point in the development patterns of Pittsburgh: the secured settlement would evolve from a military to a trading post, becoming an important stopover for the great westward movement. Not all travelers passed through Pittsburgh -- those who remained built log cabins along the Monongahela where Colonel John Campbell had surveyed a four-block area in 1764, and opened stores, warehouses and taverns. In 1784, Colonel George Woods surveyed a larger area located approximately a quarter of a mile from this center of activity. Woods' plan, which extended from the Point to present Grant and Eleventh streets, established Liberty Avenue as a principal thoroughfare parallel to the Allegheny River, from which other roads skewed into the downtown. The area that Woods laid out included a public square, the "Diamond", located on Market Street, and the area of Penn-Liberty to be addressed in this report. (1)

From the 1790s to mid-nineteenth century, "downtown" Pittsburgh grew into a work-residence community that supported commerce and light industry. Three important factors in this development were location, the War of 1812, and transportation. Pittsburgh's geographical position as the Gateway to the West created a tremendous market for commercial goods. In 1794 the city's merchants provided supplies to 13,000 settlers and numerous military expeditions passing through the Forks of the Ohio.(2) The War of 1812 placed its demand on Pittsburgh to develop manufacturing facilities for the war effort. Industries typically located along the river edge for water power, but in some cases, along inner sections of the Triangle as well. Transportation systems improved during these early years of commercial, industrial, and residential growth, although the most significant innovation, the advent of the rail lines, was not to be felt until the 1850s. In 1819, the first bridge crossed the Allegheny River, spanning from Federal Street to St. Clair (Sixth) Street, the heart of the Penn-Liberty district. The completion of the Pennsylvania Turnpike in 1820 enabled wagons to pass over the Allegheny Mountains and reduce travel time between Philadelphia and Pittsburgh to less than two weeks, while the Pennsylvania Canal, which reached Pittsburgh in 1834, provided for the transportation of goods by water and rail across the entire state.

Known evidence of buildings in the subject Penn-Liberty area during this early period comes from maps and documentation assembled by Carl K. Burkett, Jr. and Robert D. Ilisevich.(3) In 1815, the Union Brewery was located on Liberty Avenue between St. Clair (Sixth) Street and Barker's Alley (Barker's Place). An 1827 survey report for a proposed canal route through the district referred to the Pittsburgh Brewery (same block as the Union Brewery); a house belonging to James Adams and J. Thompson's currier shop, between Barker's Alley and Irwin (Seventb) Street; and several frame dwellings, stables, an iron house, tobacco warebouse, shop, and lime house as well as other buildings between Irwin Street and Irwin's Alley (Eighth Street). An artist's engraving of Pittsburgh in 1840 shows a view looking down Liberty Avenue from Eleventh Street towards the Point. Notably, this was intended to highlight the canal, placing it in tbe foreground. Altbough the artist did not record the streetscape with historical accuracy in mind, it can be assumed that he did reveal the overall scale and character of Penn-Liberty in 1840. The scene depicts the old city hall and market place at Fourth and Market streets in the distance, the wide span of Liberty Avenue, densely lined with three-story, gable-roofed frame and brick dwellings, and scattered warehouses and manufacturies spouting smoke from their chimneys. According to Harris's General Business Directory of 1847, the Penn-Liberty corridor, roughly bounded by Sixth and Eleventh streets (as per the old numbering system), supported a variety of commercial activities.(4) The most common establishments were grocers, mercbant tailors, and dry goods stores, interspersed with taverns, confectioners, druggists, and leather merchants. Typically, the businesses occupied the first floor of dwellings. The scale, density, and heterogeneous commercial climate essentially characterized Penn-Liberty until after the Civil War.

In second half of the nineteenth century, Pittsburgh and especially Penn-Liberty, experienced a boom in industrial and commercial activity that was to catapult the western Pennsylvania city into a major center of power and wealth in contention with Philadelphia. Rail transportation was a critical component of this development, particularly in shaping the future of Penn-Liberty. In 1851, the Pennsylvania Railroad opened service in Pittsburgh, with lines running along Liberty Avenue, and by 1859, the Citizens' Pasaenger Railway Company shuttled up and down Penn Avenue.(5) Tbese rail lines expedited tbe flow of goods and customers to and from Penn-Liberty, making the district a prime area for commerce. And, with the demolition of tbe city markets at Fourth and Market streets in 1852, produce became a logical commodity to be sold in Penn-Liberty. In part, the growth of a

produce center between the 600 and 1100 blocks responded to the demands of the changing downtown wbich during these decades, expanded and shifted its core from Fourth and Market north and east towards Smithfield and Sixth, bringing with it businesses, retail stores, banks, hotels, restaurants and clubs.

City industrial histories confirm the principal development of the produce commission merchant trade in the 1860s with a concentration of produce commission houses on Liberty Avenue by the 1880s.(6) The merchants of the 1850s and '60s typically traded from existing dwellings such as the early building at 637 Liberty, J. Stevenson's "Liberty Pork." These were ordinary brick and frsme three to four-story houses fronted by shed porches. But, as the downtown spread horizontally northeast across the Triangle and upwards to ever higher stories, its more fashionable architecture influenced new construction in Penn-Liberty. Italianate mercantile warehouses such as 639 and 641 Liberty were erected until the 1870s when Victorian commercial cast iron facades fronting four and five-story lofts reflected popular taste. Andrew Peebles' design for the commercisl building at Seventh Avenue and Liberty, typical of this period, featured short engsged columns over the doors at the corners and a wealth of pressed cast iron detail.(7) Gradually, the influence of the Queen Anne was felt with its variety of forms enlivening buildings such as the mercantile warehouse at 811 Liberty. By the 1890s, architects throughout Pittsburgh were responding to Henry Hobson Richardson's Allegheny County Courthouse, which established a new vernacular for buildings of even modest importance and scale, such as the commission houses at 631, 633, and 635 Liberty Avenue. Rock-faced sshlar formed into Romanesque arches and piers became a common vocabulary for these mercantile buildings as well as for institutions such as the Germsn National Bank at Sixth Avenue and Wood Street and the Duquesne Club on Sixth Avenue.

In the early twentieth century, Penn-Liberty began its transformation into a more fully developed adjunct to the downtown. A significant component of the change dates to the early 1890s when the freight lines of the Pennsylvania Rsilroad were moved from Liberty Avenue, two blocks north to Duquesne, making way for the passenger streetcar along Liberty (8) With comfortable and convenient public transportation along Penn and Liberty avenues, the district became an ideal location for the city's commercial, civic, and cultural renaissance. A second important fsctor in tbe development was the construction of new mercantile wsrehouses such as the Harper Building at 723 - 725 Liberty and tbe new buildings of wbolesale and retail dry goods merchants such as Joseph

Horne, the Rosenbaum Company, and Arbuthnot-Stevenson, all of whom operated their stores in the neighborhood throughout the 1870s and '80s. Each remained and built more commodious and luxurious quarters in the 1890s and early 1900s.(9) With the apparent auccess of the downtown shopping center, hotels, theaters, and clubs including Moose Hall soon burgeoned, creating a distinct urban role for Penn-Liberty.

In keeping with the organic nature of tbe downtown, even long-time commission merchants such as Wallace (631 Liberty) and McAlister (633 Liberty) moved out of the district by 1907, relocating near Ferry and Water streets or 21st Street and Liherty, the new enclaves for their trade. With the departure of the commission merchants came the arrival of fsshionable new architectural styles. Free-classical, Beaux Arts classical and Jacohean-Gothic facades, all popular styles of the period, hecame the norm for alterations, reconstructions, and new buildinga in Penn-Liberty. White terra cotta was a frequently used building material, perhaps reflecting the downtown problems with air pollution. The predominant character of 631 - 633, 637, 639, 641, 719 - 721, and 723 - 725 Liberty, and 636 Penn Avenue and Moose Hall in 1984 resulted from work undertaken during this phase of Penn-Liberty and Pittsburgh's physical development.

The commercial corridor of Penn-Liberty wss well-estahlished by the 1920s, supporting several jewelers, musical instrument stores and opticians as well as other prestigious businesses. The stage clearly was set for tbe large-scale projects of that decade, namely the construction of the Penn Theatre (now Heinz Hall) at Sixth in 1926, and the Stanley Theatre and the twenty-three story Clark Building at Seventh, all between Penn and Liberty avenues. Throughout the next two decades, Penn-Liberty served as a vital, relatively stahle shopping, business, and entertainment center in downtown Pittsburgh, undergoing moderate physical and functional changea. Tbis era of Penn-Liberty's prosperity and attractiveness was to last until after World War II.(10)

Even as the guns were falling silent on the European front, America's planners and forecasters were preparing for anotber war, one against urban deterioration in America's cities. As early as 1939, as the Depression was ending amidst the gathering war clouds of Europe, the Farmers Home Administration had warned in the Handbook on Urhan Redevelopment for Cities in the United States that "Decsy near tbe centers of urban communities has progressed to such a point that reasonahle men may well be concerned about the municipalities' increasingly precarious financial position." (11) It was anticipated that with losses in johs

due to decentralization, would come erosion of the population and the tax base, with predictable results. As the War was ending, Pittsburgh's city planning department, led by its chairman City Planner Frederick Bigger, was arming itself for the transformation of the Steel City. Simultaneous with the end of World War II, America's cities were given a new arsenal for their attack on deterioration and decay, with the Urban Redevelopment Law that was passed and signed into law on 24 May 1945. (12)

Characteristically, Pittsburgh was prepared, for in 1945, it had commissioned a study, Pittsburgh Groundwork and Inventory for the Master Plan, compiled by the City Planning Commission and completed in November of that year.(13) Rather than wait for the state to prepare the various agencies, Pittsburgh had already empaneled the Urban Redevelopment Authority and had developed tbe documents that would serve as the blue print for the next generation of work. The profuse documentation from the various city and private commissions tells a story of enlightened planning reaching back into the early twentieth century. Spurred by Frederick Law Olmsted's report of 1910, "Pittsburgh's Main Thoroughfares and the Downtown District," the city had created the Citizen's Committee for a City Plan, which included aa its executive secretary, Frederick Bigger, later chairman of the Planning Commission.(14) That plan had been presented in 1921, and was followed by a zoning ordinance in 1923. With these tools, Pittsburgh's capacity for controlling urban growth was unequaled by any American city. Problems with transportation access to the downtown, addressed first by Olmsted and then in the 1921 City Plan, were again the subject of study in a proposal for "Arterial Planning for Pittsburgh" prepared for the Pittsburgh Regional Planning Association by New Yorker Robert Moses, in 1939.(15) It envisioned peripheral higbways along the edge of the Golden Triangle, opening the downtown to the truck and the automobile. Four years later, in tbe midst of the War, tbe Allegheny Conference on Post-War Government Planning (now tbe Allegbeny Conference) was formed by industrial, financial, civic and governmental leaders. With that partnership, the Urban Redevelopment Act of 1945, and the developing city plan, the stage was set for an unprecedented transformation of the downtown, one which made the Golden Triangle a visual as well as an economic metaphor, and a national model for urban redevelopment.(16)

The implications of tbe plan were to have significant impact on the Penn-Liberty area; if the railyards and tracks were to be removed from the river front, and the Point itself was to become a park, then the Penn-Liberty region would also change from a boundary between transportation along the rivers and the downtown to some new use.

Architectural forms that had served this boundary zone -- lofts, small office buildings, and the clubs of the salesmen that mediated between the downtown retail center and the transportation system, all would lose their meaning. The chain of events set in motion with that plan has continued to the present, as the Gateway complex on the west and the developing downtown corporate center of the south attest.

The symbolically important buildings of the Gateway Center were well underway by 1950, and nearing completion by 1953.(17) In the next generation, the Alcoa, U.S. Steel, One Mellon Bank Center, and more recently the Oxford Center and the Pittsburgh Plate Glass towers were proposed and completed, making Pittsburgh's downtown one of the centers of modern architectural design, and complementing the stately and handsome classical landmarks from the early twentieth century -- the Oliver Tower, the William Penn Hotel, and the later art deco Gulf and Koppers towers. While focussing attention on the Golden Triangle, such intensive development also tilted the rental market away from the older buildings along Penn and Liberty avenues. Simultaneous changes in transportation and lifestyle reduced the importance of the downtown for entertainment as suburban movie theaters replaced the Penn and Stanley as the first run houses. The major club houses found the region less advantageous as well. The Moose lost their headquarters to sheriff's sale and left for the suburbs; other clubs closed in the face of the region's change into the city's tenderloin. By the 1970s Penn-Liberty was ripe for transformation.

The seeds of the transformation began in the late 1960s with an innovative adpative reuse of the spectacular Penn Theater at Sixth and Penn streets, which turned a failing movie house into Heinz Hall, an effective downtown home for Pittsburgh's orchestra, ballet and theater.(18) Later the addition of Heinz Plaza provided needed open space to the corner at Sixth and Liberty. In the same years, changes in transportation were proposed that would link the Penn-Liberty area to the convention center, via a subway (Light Rail Vehicle System) from the Gateway Center, along Penn and Liberty Avenues from Stanwix Street to Seventh Street, and then along Sixth Avenue. With that projected scheme Liberty Avenue below Seventh Street became potentially prime real estate on the major transportation system of the city. Construction occurred from the early 1980s to 1984, and the system is expected to be opened in 1985.(19) The demolition of the Jenkins Arcade for a proposed office tower, and the announcement of the Allegheny International Towers at

Seventh Street and Penn Avenue, together with the rehabilitation of the Keenan Building and the Stanley Theater mark the effect of the last three decades and tbe completion of tbe subway. It was, of course, fitting that Allegheny-International, a founding member of tbe Allegheny Conference under its old name of Allegheny-Ludlum Steel, would propose to place its corporate headquarters in the midst of the region which the conference bad helped to shape.

The history of the Allegheny International project is given largely in the Project History sections of the individual reports -- but it can be outlined here. In 1979, Llewellyn-Davis and Hanna-Olin planners prepared the Penn-Liberty Urhan Design Study for the Allegheny Conference, addressing the state of what was by then a declining region. Their report concluded that from Seventh Street east, there were many buildings of merit, and that the Stanley Theater, the Fulton, and perhaps the Moose Hall could be added to the base established by Heinz Hall to create an enlarged center for the arts. These would join the convention center, and a revitalized river front to again make Penn-Liherty an important adjunct to the downtown.(20) Guided hy the report, the Penn Liberty Holding Corporation acquired land on tbe 600 and 700 blocks of Liberty and Penn avenues, some for the use of the Pittsburgh Trust for Cultural Resources, other portions for tbe Allegheny International Group.

Their architects, Kohn, Pederson and Fox, devised a scheme of two towers occupying the land between the Heinz Park and the Keenan Building on Liberty and at Seventh and Penn, but called for the demolition of the Moose Hall, the Kingsbacher's Store, and the 631 - 633 Liberty Avenue buildings to create a significant site. That project was announced in 1982 with the simultaneous announcenment of the intent to acquire the Stanley Theater, which was to be restored at the same time.(21) Land acquisition already underway in the name in the Penn Liberty Holding Company was regularly reported in the press in the name of the "Heinz Interests". The impact on Moose Hall caused much concern and attempts were made to find alternate solutions. On 26 January 1983 the Pittsburgh Post-Gazette reported that the symphony held an experimental rehearsal in the "Elks" auditorium to see if it would work as a practice hall.(22) The acoustics were awful. In November of the same year, the beadline "Triangle Landmark May Affect Town Plan" marked the attempt of preservationists to rally around the Moose (30 November 1983, Pittaburgh Post-Gazette), hut in December the Pittsburgh History and Landmarks Foundation reported that they bad dropped opposition to the demolition,

on the grounds that "Allegheny International could not go ahead with the Moose Building (in place on Penn Ave)."(23) The architects solemnly concurred that they could find no alternative that would keep the Moose -- or even just the facade, citing an experience in New York where the terra cotta had failed. The Pittsburgh Post-Gazette editorialized in "No Place for the Moose", that "... the city stands to gain greatly from the construction of the new headquarters for Allegheny International which will be a center for cultural, as well as corporate activity. The Moose Hall should not be allowed to block that farsighted endeavor."(24) By June of 1984, it reported that the Pittsburgh Trust for Cultural Resources had acquired the Stanley which would be renamed the "Benendum Center for the Performing Arts", and the Moose facade was being removed for donation to the Pittsburgh History and Landmarks Foundation.(25) The remainder of the site clearance occurred in the summer of 1984. In the early autumn of 1984, Allegheny International reported that it had shifted its development partner from Urban Investment and Development Company of Chicago to Lincoln Property Company of Dallas.(26) A month later, on 30 October 1984, the Pittsburgh Press reported that Allegheny had cut the first phase of its project from two towers to one, but that work would begin in 1985, continuing the redevelopment of Pittsburgh's downtown that had begun two generations earlier.(27)

For further information on the Penn-Liberty area, see

LOYAL ORDER OF MOOSE BUILDING HABS No. PA-5149
WALLACE AND MCALLISTER BUILDINGS HABS No. PA-5150
KINGSBACHER'S HABS No. PA-5151
PENN AND LIBERTY AVENUES (COMMERCIAL BUILDINGS) HABS No. PA-5152
PENN AND LIBERTY AVENUES (COMMERCIAL BUILDINGS) (McCormick Building) HABS No. PA-5152-A
PENN AND LIBERTY AVENUES (COMMERCIAL BUILDINGS) (King Building) HABS No. PA-5152-B
PENN AND LIBERTY AVENUES (COMMERCIAL BUILDINGS) (Whitten Building) HABS No. PA-5152-C
PENN AND LIBERTY AVENUES (COMMERCIAL BUILDINGS) (Arbuthnot Building) HABS No. PA-5152-D
PENN AND LIBERTY AVENUES (COMMERCIAL BUILDINGS) (Harper Building) HABS No. PA-5152-E
PENN AND LIBERTY AVENUES (COMMERCIAL BUILDINGS) (Lipson Building) HABS No. PA-5152-F

NOTES:

1. The principal bibliographic sources for the history of the city and the architecture are Leland D. Baldwin, Pittsburgh: The Story of a City 1750-1865, University of Pittsburgh Press, 1937; Stefan Lorant, Pittsburgh: The Story of an American City, Garden City, Doubleday, 1964; Robert C. Alberts, The Shaping of the Point, Pittsburgh, University of Pittsburgh Press, 1980; James Van Trump and Arthur P. Ziegler, Landmark Architecture of Allegheny County, Pennsylvania, The Stones of Pittsburgh Number V, Pittsburgh, 1967. In addition the newspaper archives of the Pittsburgh Post-Gazette, and a variety of atlases are useful, including Hopkins, G.M., Atlas of the Cities of Pittsburgh and Allegheny, Philadelphia, 1882; Hopkins, G.M., Atlas of the Cities of Pittsburgh, Allegheny, and the Adjoining Boroughs, Philadelphia, 1872; Hopkins, G.M., Atlas of the City of Pittsburgh, Philadelphia, 1889, Volume 1; Hopkins, G.M., Map of Greater Pittsburgh PA, Philadelphia, 1910; Hopkins Co., G.M., Real Estate Plat Book of the City of Pittsburgh, Philadelphia, 1923, Vol. 1; and the Sanborn Map Company, Insurance Maps of Pittsburgh, New York, 1927.

2. Stefan Lorant, Pittsburgh: The Story of an American City, 1964, pp. 9 - 80.

3. Carl K. Burkett, Jr. and Robert D. Ilisevick, "Survey of Historical Maps Relating to That Portion of Pittsburgh Lying Between Penn and Liberty Avenues and Sixth and Eighth Streets", 1 December 1983, for Green International.

4. Harris's General Business Directory of the Cities of Pittsburgh and Allegheny, Pittsburgh, 1847. passim.

5. These developments are apparent in the maps which appear in the R.L. Polk's Pittsburgh and Allegheny Directories, and are assembled in the Pennsylvania Room of the Carnegie Library, and History of Pittsburgh and Environs, Volume II, New York and Chicago, 1922, pp.169ff.

6. George H. Thurston, Pittsburgh and Allegheny in the Centennial Year, Pittsburgh; O.A. Anderson and Co. 1876, pp. 248 - 249.

7. Peebles, like all good Pittsburghers was aware of the value of advertising and caused his name to be cast into the column bases of the facade.

8. The remains of that cable operated system were being excavated for the new subway in 1982, see "Subway Workers Dig Up Parts of Cable Car System", Pittsburgh Poat-Gazette, 25 June 1982.

9. The transformation of the Penn Liberty area is apparent in the city atlases and in 100 Views of Pittsburgh, H. Hammond Hook and Co., 1899, and Palmers Pictorial Pittsburgh and Prominent Pittsburghers, Pittsburgh, 1905.

10. R.L. Polk's, Pittsburgb and Allegheny Directory, Pittsburgh: R.L. Polk 1930, 1935, 1940.

11. Frederick Bigger, Chairman, Pittsburgh Groundwork and Inventory for the Masterplan, City Planning Commission. November 1945. p. 9.

12. op cit. p. 160ff.

13. op cit. passim.

14. Frederick Law Olmsted, Pittsburgb's Main Tboroughfares and the Downtown District. Improvements Necessary to Meet the City's Present and Future Needs, Pittsburgb: Pittsburgh Civic Commission, 1911.

15. Robert Moses, Arterial Plan for Pittsburgh, Pittsburgh Regional Planning Association, 1939.

16. The Pittsburgh redevelopment was the focus of Pbiladelphia's Yearbook of the American Institute of Architects in 1950: Norman Rice, editor. Cballenges to the Changing City, Philadelphia, 1950 and was recounted in numerous articles. See Robert C. Alberts, The Shaping of the Point, pp. 233 - 239.

17. Alberts, op cit, pp. 108 - 120.

18. James D. Van Trump, "Autumn Wine and Preservation, The Heinz Hall and the Old Post Office at Pittsburgh", in James D. Van Trnmp, Life and Architecture in Pittsburgh, Pittsburgh: Pittsbnrgb History and Landmarks Foundation, 1983. pp. 83 - 86.

19. Llewelyn-Davis Associates and Hanna-Olin, Penn/Liberty Urban Design Study Final Report, Pittsburgh: Allegbeny Conference on Community Development, December 1979. p. 16.

20. op cit. passim, and "Penn-Liberty Target of $80 Million Plan" Pittsburgh Post-Gazette, 30 August 1980, p. 3.

21. See "Penn-Liberty Project Unveiled", Pittsburgh Post-Gazette, 19 November 1983.

22. Marylyn Uricchio, "Symphony Hall Holds Experimental Rehearsal in Elks Auditorium", Pittsburgh Post-Gazette, 26 January 1983, p. 6.

23. "Landmarks Panel Couldn't Save Moose", Pittsburgh Press, 10 February 1983.

24. "No Place for the Moose", Pittsburgh Post-Gazette, 5 December 1983.

25. "Stanley Theater Sold", Pittsburgh Post-Gazette, 16 June 1984.

26. Pittsburgh Press, 13 September 1984.

27. Sam Spatter, Pittsburgh Press, 30 October 1984.

EARLY VIEWS:

Art Work of Pittsburgh. Pittsburgh: W.H. Parish Publishing Co., 1893.

Carnegie Library, Pennsylvania Division, pboto archives. Pittsburgh, PA.

Lorant, Stefan. Pittsburgh: The Story of an American City. Second Edition. Lenox, MA: Authors Edition, Inc., 1975. p. 367.

100 Views of Pittsburgh. H. Hammond Hook and Co., 1899.

BIBLIOGRAPHY:

1. Primary and unpublished sources:

Burkett, Carl K. Jr. and Robert D. Ilisevicb. "Survey of Historical Maps Relating to that Portion of Pittsburgh Lying Between Penn and Liberty Avenues and Sixth and Eighth Streets." 1 December 1983. Report prepared for Green International.

Llewelyn-Davis Associates and Hanna-Olin. Penn/Liberty Urban Design Study Final Report. Pittsburgh: Allegheny Conference on Community Development, December 1979.

Pennsylvania Historic Resource Survey Form, Office of Historic Preservation, PA Historical and Museum Commission, Harrisburg, PA.

Pittsburgh Bureau of Building Inspection, Building Permit Files, Public Safety Building, Pittsburgh, PA.

Pittsburgh Bureau of Building Inspection. Record Book of Alterations and Repairs, 1897-1914. Archives of Industrial Society, Hillman Library, University of Pittsburgh.

Pittsburgh Bureau of Building Inspection. Record Book of New Additions, 1896-1916. Archives of Industrial Society, Hillman Library, University of Pittsburgh.

Pittsburgh Bureau of Building Inspection. Yearly Docket of Building Permits, 1877-1916. Archives of Industrial Society, Hillman Library, University of Pittsburgh.

Recorder of Deeds, Allegheny Courthouse Annex, Pittsburgh, PA.

2. Secondary and published sources:

Alberts, Robert C. The Shaping of the Point. Pittsburgh: University of Pittsburgh Press, 1980.

Allegheny County, Pennsylvania, Illustrated. Compiled by the Consolidated Illustrating Co., Pittsburgh, 1896.

American Architect and Building News.

Baldwin, Leland D. Pittsburgh the Story of a City 1750-1885. Pittsburgh: University of Pittsburgh Press, 1937.

Bigger, Frederick, Chairman. Pittsburgh Groundwork and Inventory for the Master Plan. City Planning Commission, November 1945.

The Book of Prominent Pennsylvanians. Pittsburgh: Leader Publishing Co., 1913.

Bridges of Pittsburgh. Souvenir brochure, Pittsburgh Room Photo Murals, William Penn Hotel.

Chamber of Commerce. America's Industrial Centre: Pittsburgb's Great Industries and its Enormous Developments of the Leading Products of the World. Pittsburgh: J. Morton Hall, 1891.

Chamber of Commerce. The Mercantile, Manufacturing and Mining Interesta of Pittsburgh. Pittsburgh: Wm. G. Johnston & Co., 1884.

Corell, H.W. Pioneer Pittsburgh Concerns. Reprinted from Greater Pittsburgh, October 12, 1929.

Greater Pittsburgh Directory of Directories 1906, Pittsburgh: A.A. Rutis, 1905.

Harris, Isaac. General Business Directory of the Cities of Pittsburgh and Allegheny. Pittsburgh: A.A. Anderson, 1847.

History and Commerce of Pittaburgh and Environs. New York: A.F. Parsons Publisbing Company, 1893-94.

History of Pittsburgh and Environs. New York and Chicago: The American Historical Society, Inc., 1922.

Hopkins, G.M. Atlas of the Cities of Pittsburgh and Allegheny. Philadelphia, 1882. plate 1.

Hopkins, G.M. Atlas of the Cities of Pittsburgh, Allegheny, and the Adjoining Boroughs. Philadelphia, 1872. pl. 22-23.

Hopkins, G.M. Atlas of the City of Pittsburgh. Philadelphia, 1889. Vol.1, plate 5.

Hopkins, G.M. Map of Greater Pittsburgh PA. Philadelphia, 1910. plate 1.

Hopkins Co., G.M. Real Estate Plat Book of the City of Pittsburgh. Philadelphia, 1923. Vol. 1, plste 4.

Jordan, John W., LL.D. A Century and a Half of Pittsburgh and Her People Vol. 3. New York: The Lewis Publishing Company, 1908.

Jordan, John W., LL.D. Encyclopedia of Pennsylvania Biography. New York: Lewis Historical Publishing Company, 1916.

Kelly, J.M. Handbook of Greater Pittsburgh. Pittsburgh: J.M. Kelly Co., 1895.

King, Moses. Pittsburgh "The Iron City". New York: 1904.

Lorant, Stefan. Pittsburgh: The Story of an American City. Second Edition. Lenox, MA: Authors Edition, Inc., 1975. p. 265.

Mercantile Directory Pittsburgh - Allegheny. 1902-03.

Moses, Robert. Arterial Plan for Pittsburgh. Pittsburgh: Pittsburgh Regional Planning Association, 1939.

Notable Men of Pittsburgh and Vicinity. Compiled by Percy F. Smith. Pittsburgh: Press of Pittsburgh Publishing Co., 1901.

Olmsted, Frederick Law. Pittsburgh's Main Thoroughfares and the Downtown District: Improvements Necessary to Meet the City's Present and Future Needs. Pittsburgh: Pittsburgh Civic Commission, 1911.

Palmer's Pictorial Pittsburgh and Prominent Pittsburghers. Pittsburgh: R.M. Palmer, 1905.

Pennsylvania Historical Review. Pittsburgh's Leading Industries. New York, Philadelphia and Chicago: Historical Publishing Co., 1886. p. 111.

Philadelphia Real Estate Record and Builders Guide.

Pittsburgh and Allegheny Illustrated Review. Pittsburgh: J.M. Elstner and Co., 1889.

Pittsburgh Commercial Gazette, 6 July 1901.

"Pittsburgh Exposition 1899", souvenir book.

Pittsburgh Illustrated. Pittsburgh: H.R. Pagit Co., 1889.

The Pittsburgh Index. Pittsburgh: The Index Company, 1903.

Pittsburgh Post-Gazette, newspaper archives. (Note: This archive also includes Pittsburgh Press articles)

Pittsburgh of To-day. Compiled by the Consolidated Illustrating Co., Pittsburgh, 1896.

Rice, Norman, editor. Philadelphia 1950. Challenge to the Changing City. Yearbook of the American Institute of Architects, Philadelphia Chapter, 1950.

R.L. Polk's Pittsburgh and Allegheny Directory.

R.L. Polk and R.L.Dudley's Pittsburgh, Allegheny and Allegheny County Business Directory.

Rook, Charles Alexander, editor-in-chief. Western Pennsylvanians. Pittsburgh: Western Pennsylvania Biographical Assoc., 1923.

Sanborn Map Company. Insurance Maps of Pittsburgh. New York, 1927. Vol. 1, plate 4.

The Story of Pittsburgh and Vicinity. Pittsburgh Gazette-Times, 1908.

Stryker, Roy and Mel Seidenberg. A Pittsburgh Album. Pittsburgh Post Gazette, 1959.

Thurston, George H. Pittsburgh and Allegheny in the Centennial Year. Pittsburgh: A.A. Anderson & Son, 1876.

Thurston, George H. Pittsburgh's Progress, Industries and Resources. Pittsburgh: A.A. Anderson & Son, 1886.

Yearbook of the Pittsburgh Architectural Club, Vol. II, 1917.

Van Trump, James D. and Arthur P. Ziegler. Landmark Architecture of Allegheny County, Pennsylvania. Pittsburgh, The Stones of Pittsburgh. Number V, 1967.

Van Trump, James D. Life and Architecture in Pittsburgh. Pittsburgh: Pittsburgh History and Landmarks Foundation, 1983. pp. 83 - 86.

Prepared by: Carol A. Benenson, M.S., and George E. Thomas, Ph.D.
Clio Group, Inc.
15 February 1985

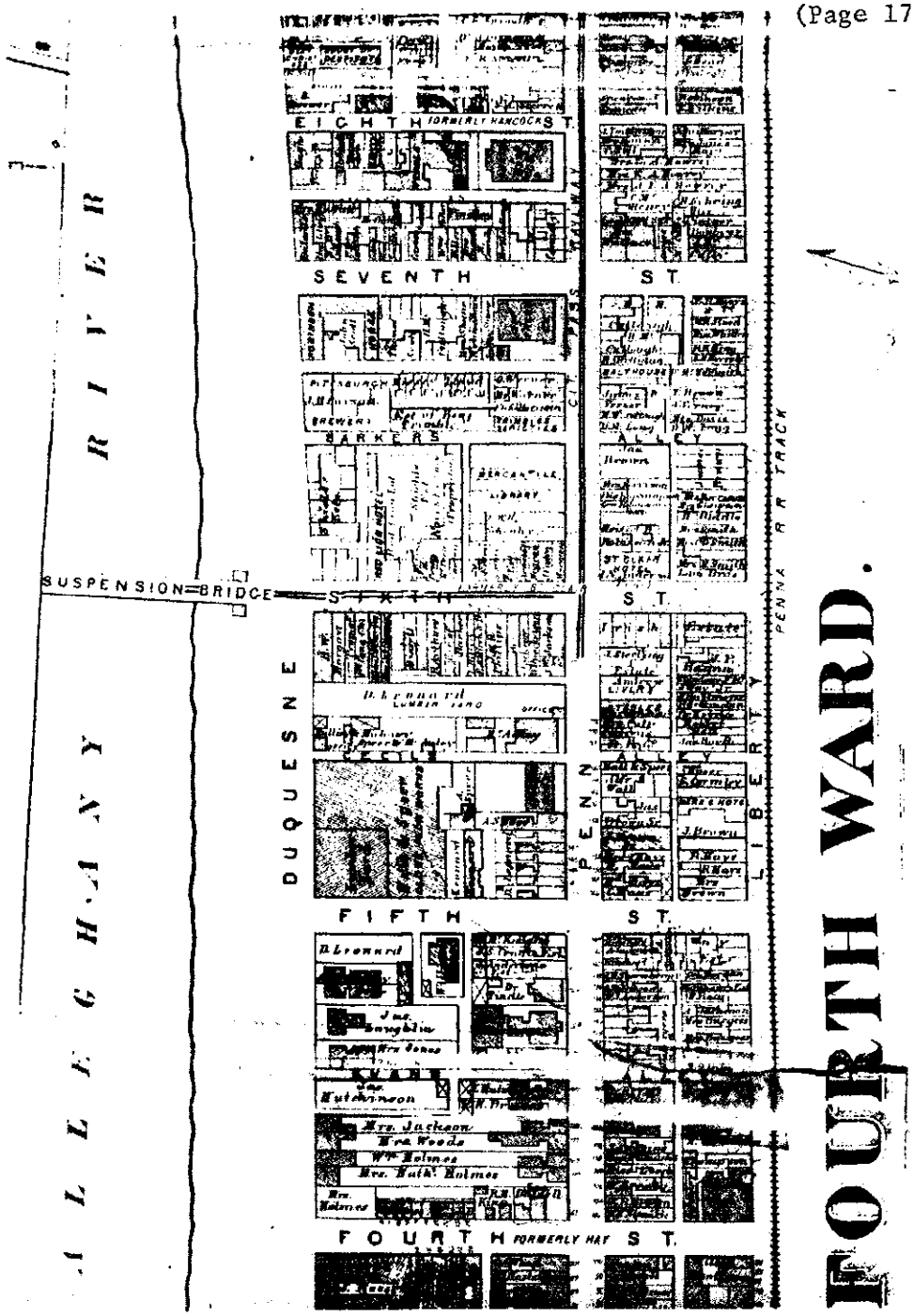

Fig. 1. Penn/Liberty area in 1872, from: G.M. Hopkins, Atlas of the Cities of Pittsburgh, Allegheny, and Adjoining Boroughs, Philadelphia, 1872, plates 22-23.

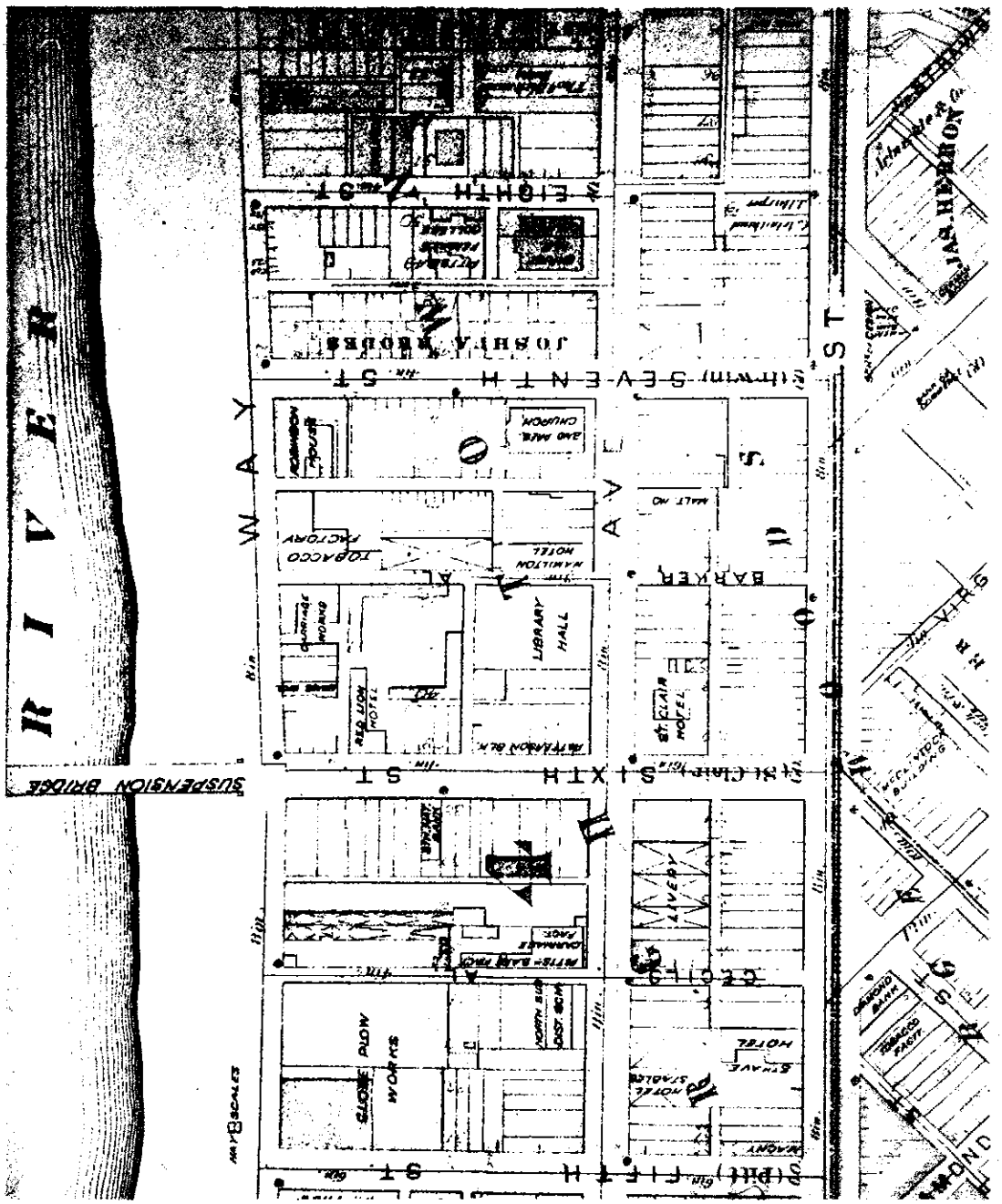

Fig. 2. Penn/Liberty area in 1882, from: G.M. Hopkins, Atlas of the Cities of Pittsburgh and Allegheny, Philadelphia, 1882, plate 1.

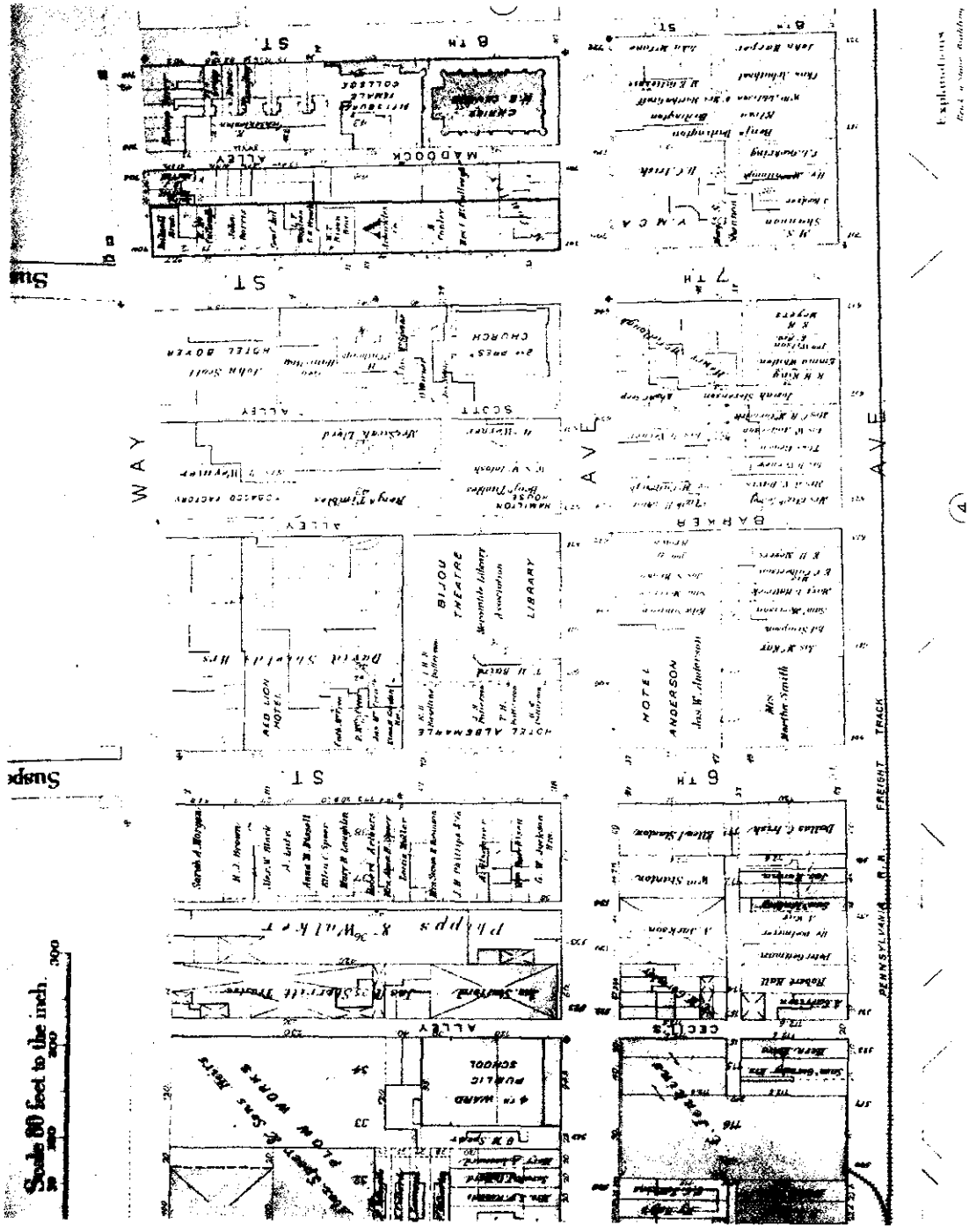

Fig. 3. Penn/Liberty area in 1889, from: G.M. Hopkins, Atlas of the City of Pittsburgh, Philadelphia, 1889, Vol. 1, plate 5.

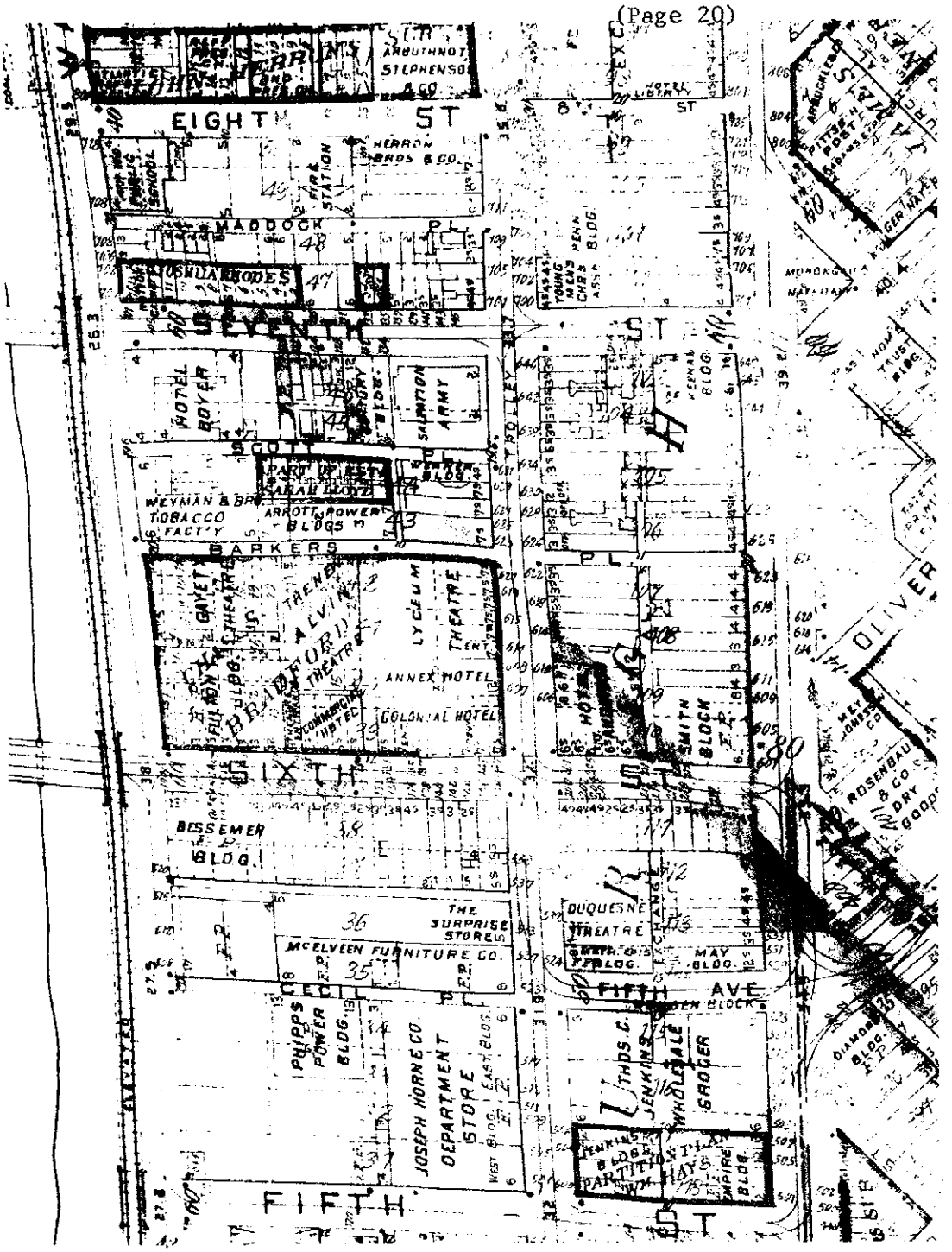

Fig. 4. Penn/Liberty area in 1910, from: G.M.Hopkins, Map of Greater Pittsburgh PA, Philadelphia, 1910, plate 1.

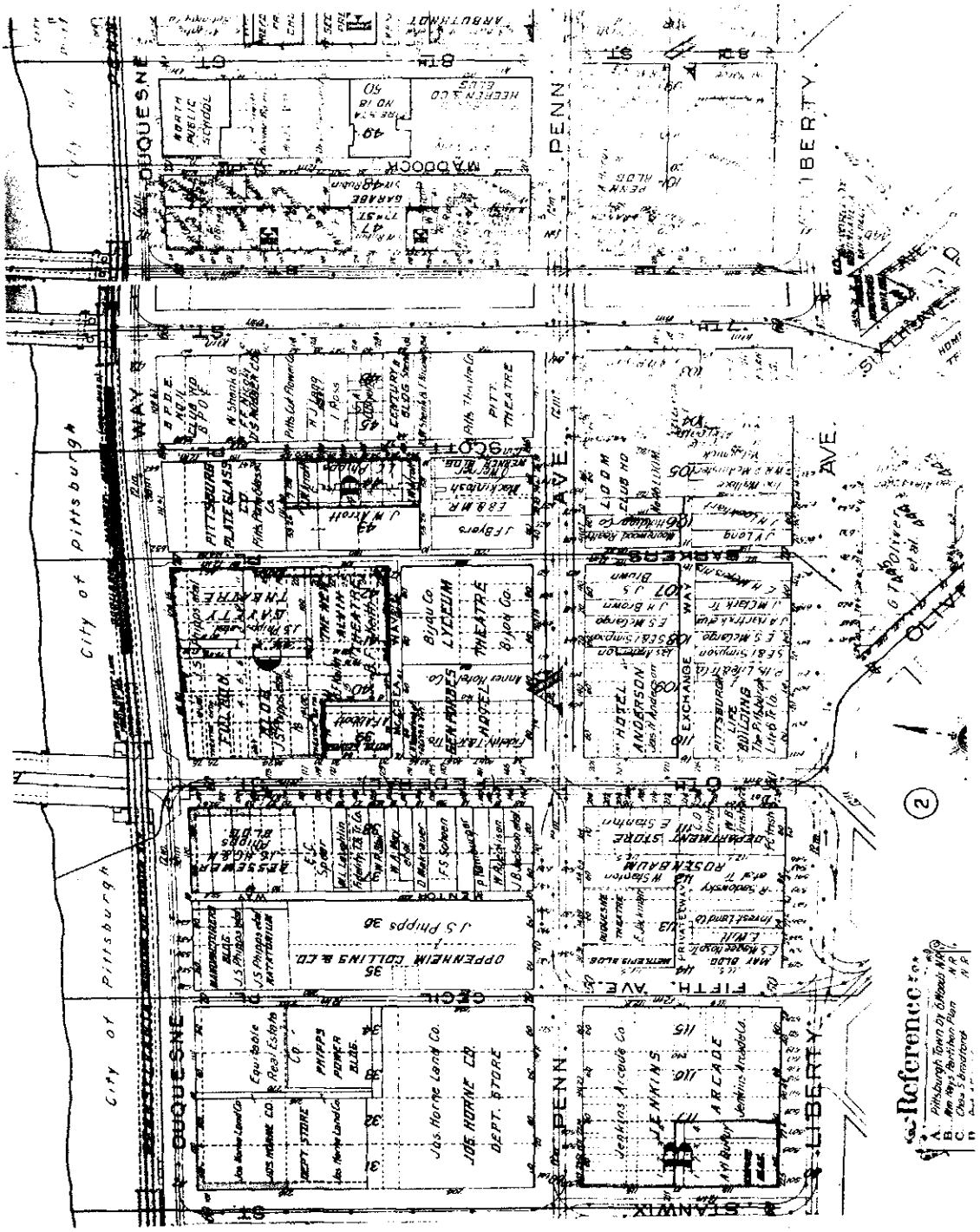

Fig. 5. Penn/Liberty area in 1923, from: G.M. Hopkins, Real Estate Plat Book of the City of Pittsburgh, Philadelphia, 1923, Vol.1, plate 4.

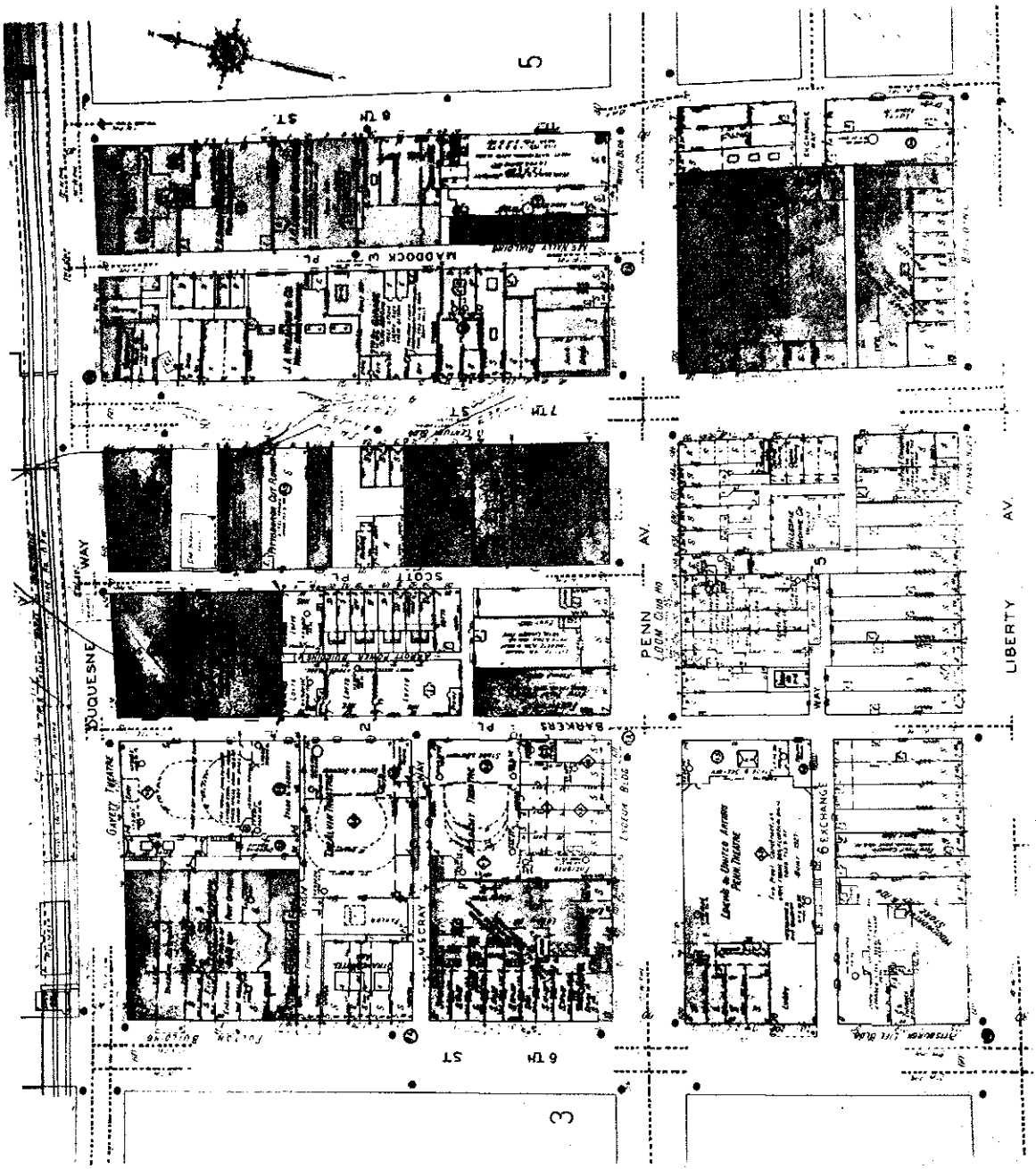

Fig. 6. Penn/ Liberty area in 1927, from: Sanborn Map Company, Insurance Maps of Pittsburgh, New York, 1927, Vol. 1, plate 4.

Fig. 7. Pittsburgh from 12th Street, ca. 1840; W. and A.K. Johnson, Lithographers, Pennsylvania Division, Carnegie Library, Pittsburgh, PA.

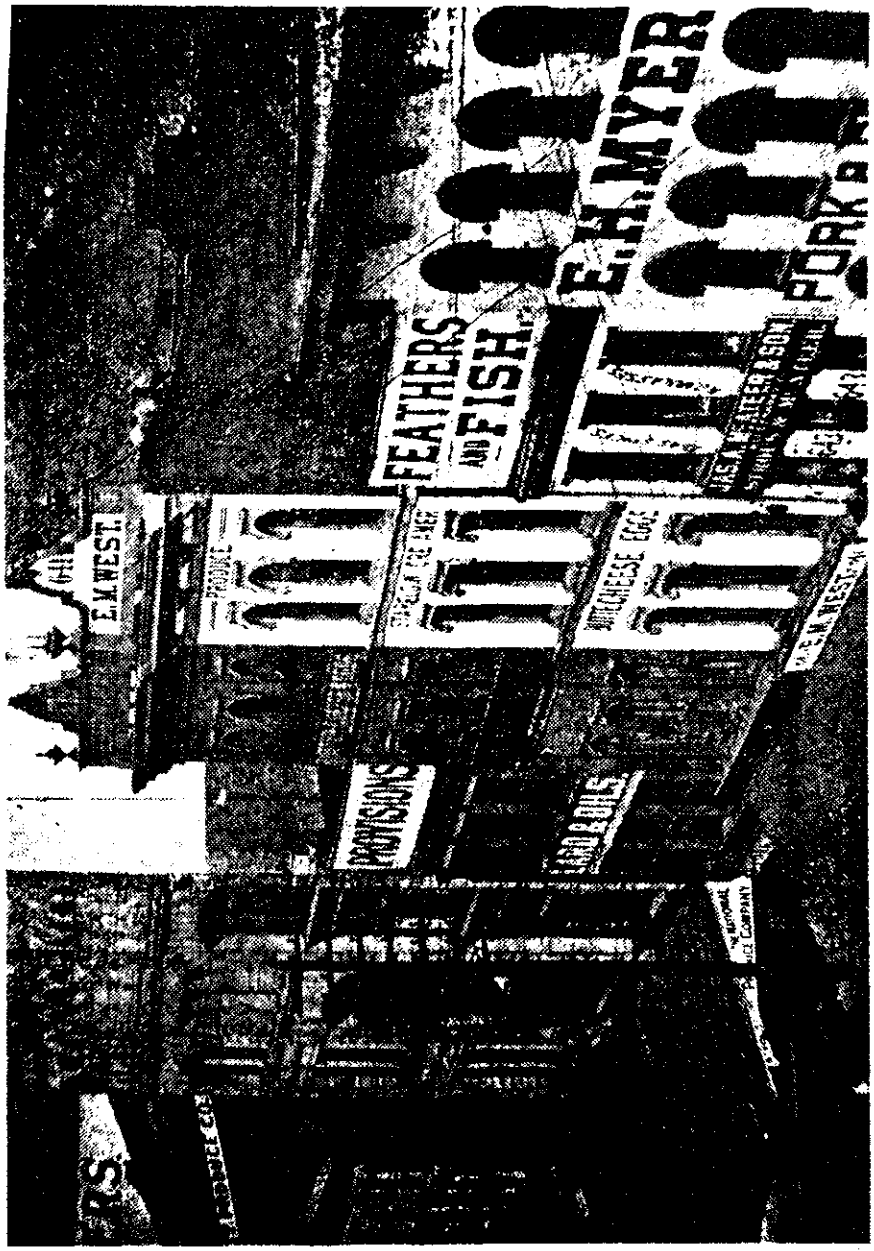

Fig. 8. 600 Block of Liberty Avenue in 1899, from 100 Views of Pittsburgh, H. Hammond Hook and Co., 1899.

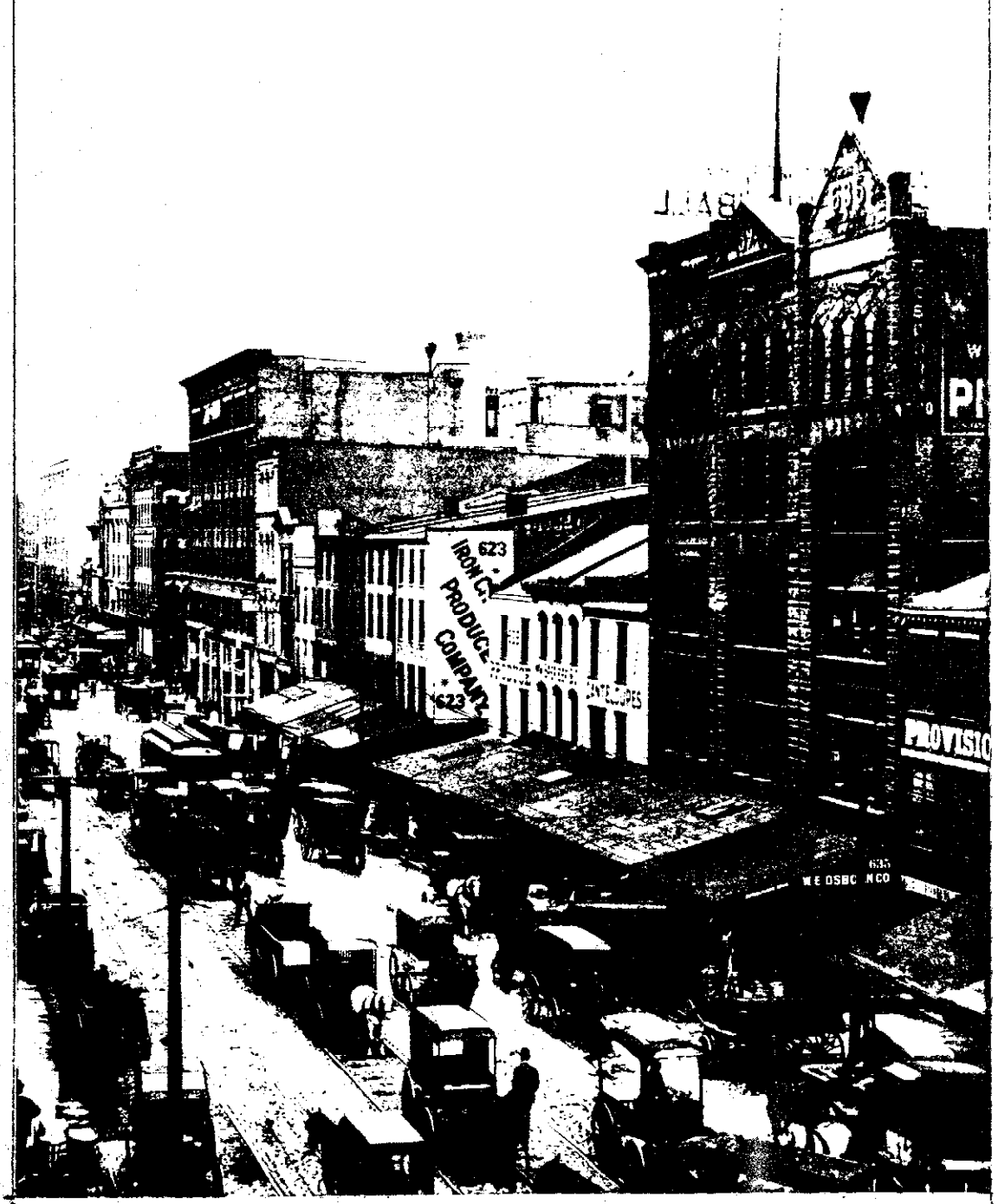

Fig. 9. 600 Block of Liberty Avenue, from: Pennsylvania Division, Carnegie Library, Photo Archives, Pittsburgh, PA.

Fig. 10. 800 Block of Liberty looking northwest, photo: George E. Thomas, Clio Group, Inc. 1985.

Fig. 11. 800 and 700 Blocks of Penn Avenue, looking West, Photo: George E. Thomas, Clio Group, Inc. 1985.

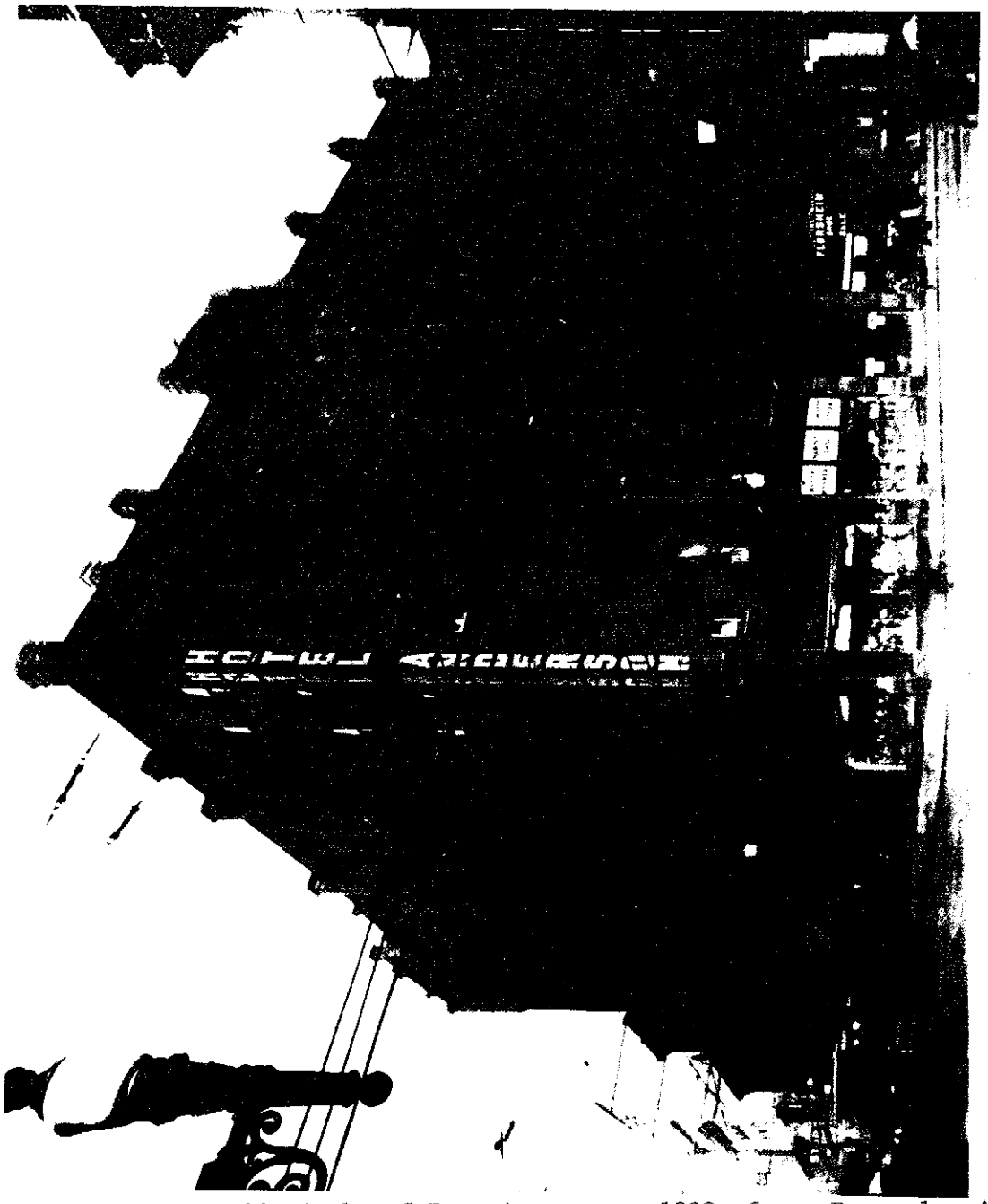

Fig. 12. 600 and 700 Blocks of Penn Avenue, c. 1920, from: Pennsylvania Division, Carnegie Library, Photo Archive, Pittsburgh, PA.